

The Cleco

Experimental Aircraft Association Chapter 393

September 28, 2011

Brad Poling will tell us about **rebuilding his Stinson "O" Model** from scratch. Shown below is a photo of his STINSON MODEL "O" Restoration/Replica Project. When completed it will be the only one of its Type in the world. Nine Model Os were built in 1933. Only one (the prototype) remained in the United States. The "O" was last seen at Love Field in Texas in 1945. The A/C was reverse engineered using original factory photos, and parts from a Stinson SR-5. Photo from <http://evergreenaviationservices.com/>



Dave Ringler of the **Patriots Jet Team** at Byron will describe their airshow activities. Sponsored by Fry's Electronics and Hot Line Construction, the Patriots L-39s electrify spectators with fast paced formation flying, choreographed four-ship diamond formation aerobatic maneuvers and their signature "Tail Slide", where the aircraft actually slides backwards toward the ground, something not performed by any other jet demonstration team.

<http://www.patriotsjetteam.com/>



President's Notes September 2011

By Bill Reining

Decisions, decisions! Our chapter has several decisions to make in the next several months:

- How to allocate our resources (i.e. spend our money), and
- Who do we want for leaders in 2012/2013?

The membership has already approved a motion at the August meeting to spend up to \$1,200 to send a child to the Air Academy next summer in Oshkosh. I called the Air Academy office recently and learned several things:

- A chapter can indeed pay a deposit of about \$250 and hold a position for one of the sessions. A candidate must be identified by the end of March 2012 or the deposit will be refunded.
- The chapter's application and deposit can be made once the dates for next year's sessions have been identified. The sessions' dates should be announced by mid October.
- The sessions for the 16 to 18 year-olds are the most popular and fill up very quickly, so the chapter should reserve a position for one of these.

All of us should begin to seek out children between the ages of 12 to 18 who might be interested in going to the Air Academy. Our chapter will soon be receiving a box of brochures about the Air Academy. Let's make them available at our Young Eagles rallies, and give them to anyone who might be interested.

One of our members approached me after the last meeting and asked "what about using some of the chapter's monies to purchase tools and manuals?" The board feels that this is a very good idea. Tom Howard and Bob Sinclair have volunteered to lead this effort. They will present the membership with some ideas, and if there is

sufficient interest, we will ask the membership to approve the purchase of selected tools. Both Tom and Bob have hangars and are willing to serve as custodians to store these tools and keep track of them. More information will be forthcoming at the September meeting.

It's time for **chapter elections** – the bylaws specify that elections be held every two years during the October meeting. Positions to be filled include:

- President
- Vice President
- Secretary
- Treasurer
- Newsletter Editor

Dick Sperling, Guy Jones and possibly one other member will serve as the Nominating Committee. If you are interested in serving in any of these positions, please let them know. In the meanwhile, the committee will poll the current officers to determine who is willing to continue for another two years. One thing is clear already – we need to identify a candidate for Newsletter Editor (Harvard Holmes has been kind enough to keep it going, but is past due for relief.)

Please consider all of these issues carefully, and be prepared to express your preferences and vote accordingly!



Got Your Hat Yet? See Jack Davi...\$7

Young Eagles Events

Our Young Eagle rally on September 10 saw 21 young visitors, Boy Scouts and Girl Scouts take to the air! We flew a few adults too!

Our final(?) Young Eagles rally in 2011 is scheduled for October 15.

Thanks, Renee Robinson

Donate your old laptop computer!

We can use a few additional laptop computers for the Young Eagles events. The only software required is a relatively recent web browser, so Windows, Mac, and even Linux is acceptable.

We could still use more sectional charts for our Young Eagles handout packages. We have enough magazines at present.

Dinner Menu

By Rick Bourgeois

Dinner is served at 6:30pm – Donation is \$7:

- Chicken Cacciatore
- Green Beans
- Dinner Rolls
- Salad
- Chocolate Chip Cookies
- Coffee and drinks (water & soda)

Let Rick know your suggestions for future meals.





Airport Day

Date: October 2nd

Time: 8AM-3PM

Place: Rio Vista Airport

Experimental Aircraft Association

....."Free Rides for Kids"

Come see Sue Clark's Booth for Animal Rescue. Free plane ride for a donation for future rescues!!

Planes, Cars, Food & Live Band!!

Come join the fun



A Volksplane Adventure

Eric Schuldt

September 6, 2011

This story is mostly centered on my life's aviation history and why I went in the directions that I did. I guess that it's mostly inherited from my mother and father.

In 1950 dad and his buddy purchased a J3 Cub in need of restoration, especially the cotton fabric covering. It was taken apart and hauled to his friend's home in north Berkeley, California, where they did all the basic structure restoration. They then hauled it out to Sherman Field in Concord. Sherman Field was the entire freeway section North of the Monument intersection.

<http://wikimapia.org/15332393/Sherman-Field-Pleasant-Hill-CA-site>

I have a vague memory of rides in the Cub when I was about 3 years old. I think it left an impression on me for the future. With that, and years of picking up creative talents from dad like building model airplanes and other things, I believe this Volksplane was the result of all that.

When I was 20, I walked into a Rexall drug store to the magazine rack and immediately noticed a Sept. 1969 Mechanics Illustrated with a front page photo and article about an open cockpit certificated airplane you could build for about \$1,000, and around six months time. It was all wood and VW powered.

Of course the 60's and 70's were the VW era. I'd been into them for a couple of years and was fresh out of high school wood shop - my favorite subject. I couldn't not do this.

That magazine article also mentioned a big group of people that build airplanes called EAA, and a group within that group called the Volksplane Squadron.

I sent my \$35 and began an adventure of my life. I joined EAA Chapter 20 in Alameda. I went on a search for any related books, knowledgeable people, and events to do with homebuilt airplanes. It was much more difficult to progress back in 1970 because there was no Internet. The plans have good drawings and ways to proceed, but only hinted at major things like woodworking, welding, fabric covering, etc. Sometime in the 70's, Chapter 20 moved across the Bay somewhere. In 1972, Chapter 393 formed, but it was not at Buchanan Field. It was briefly at Mt. Diablo High School. I didn't attend many meetings then because I was working full time, working on my pilots license, and spending the rest of the time building the airplane.

Well, the six months turned into eight years, and a bit more money, to complete a ready-to-fly airplane. Remember too, this is a plans-built airplane, not a kit out of a box. I've also been accused of being somewhat of a perfectionist.

After FAA inspections and sign-off, the first flight was July 16, 1977. The airplane was flown for over two years. I went on many adventures to places and fly-ins through central and northern California. I went to Columbia, Redding, Ukiah, Cloverdale, Hollister, Schellville, and a few others, including the beach one time. Imagine camping in the grass at some country or mountain airport under the wing of an airplane that you built. I took my 35mm camera everywhere I went to document almost all of it.

This airplane is different and not too comparable to other planes, in that it's open cockpit and slow. The seat and interior are very comfortable and the windscreen is the perfect size for comfort. The noise level is quite comfortable with the headset. All flight characteristics are very stable and balanced in all dimensions. Pitch trim is ground adjustable for a desired speed and maintained with throttle control. Beyond that, pitch and yaw are very light forces, due to the full flying surfaces. Roll is about average, but a little slow. I've done slow rolls, loops, and spins. Spins are beautiful.

The slowness of the airplane is desirable and pleasant because of its openness, and to see and feel flight that way. At times I've been over some beautiful country where I'd like to get it down below 55 MPH so I could see it longer, but 60 MPH is about the slowest comfortable cruise. Small grass strips work better when I can land about 35 MPH. A J3 Cub or motor glider might do better here. Some day I'd also like to have a faster two seat airplane, but that's not what this is all about.

Reflecting on some of the most memorable occasions and adventures, I would have to begin with the first flight on July 10, 1977 at about 7AM. I'd just gotten my license in a Citabria, so I was ready for this. I lifted off much quicker than I expected. After three of those, I just took it around the pattern twice, then one low pass. Guess she just wanted to fly.

After about 45 hours of testing, tuning, trimming and getting confident with the airplane, there was one occasion where it felt right to let my dad fly. On Oct 22, 1977 he took off from Buchanan Field and flew to Rio Vista and did two landings. He said it didn't have the lift that the Cub did but it was a fun experience.

Some of the more memorable experiences back then, were things like Nut Tree for breakfast, or Schellville for lunch. Other memorable experiences included fly-ins like Watsonville, Columbia, Redding and Ukiah. At Merced I took first place in 1978 and 1979 in its category, and a first place in Hollister in 1979. There were numerous other adventures, many photographed, like a carefully planned beach landing a few miles South of Half Moon Bay in May of 1978, and a stunningly beautiful old grass strip on the northeast end of Lake Berryessa, and a beautiful ranch with a huge turf strip nestled in the hills near Middletown. You just have to see the photos.



One of the most beautiful places I've ever flown to with my Volksplane is a little known strip in north central California called Lake Pillsbury and Gravelly Valley. It has a 4,000 ft. dirt USFS airstrip. It's surrounded by mountains on one side and the lake on the other. Therefore, you always land from and take off over the lake. It is a favorite for hang gliders, ultralights, and small aircraft.

Getting there is impressive. After heading north past Lampson Airport and just west of Clearlake, I head north for another 20 miles. After crossing a ridgeline at around 4,000 feet, the lake just pops into view. It's a beautiful site with the mountains straight behind. And there's the strip off to the northwest side. I grab the camera, trim the airplane a little and take some nice shots.

So the strip is 1,900 ft. and I'm maybe 4,000 ft., so it's time to power back to a slow glide and immerse myself in this for a few beautiful minutes. There doesn't appear to be any traffic, just a couple of hang gliders parked over to one side. The traffic direction is obvious. Standard left traffic to a final over the lake. I hope that dirt is smooth enough. Well I'll just three point it as slow as possible and hope for the best. Aha, it's smooth, a wasted worry, and it feels and sounds like dirt. It's not perfect but well, that is perfect. I roll out a few feet to a slow taxi, spin a 180 and taxi back toward the lake on the dirt.

I spent part of the afternoon there with my bag lunch, sitting by the lake and taking more pictures. What a place to fly to for an afternoon adventure. It's kind of remote, accessed by a gravel road that doesn't see much traffic. Don't remember if I even saw the hang glider pilots, but I think they were camping near by. This was all on the weekend of September 22, 1979, ending with a beautiful flight back to Concord.

I discussed the merits of this adventure with a close flying friend named Richard McCombs, the owner of a Stinson 108-3 and a Taylorcraft. I convinced him to join me in another trip to Lake

Pillsbury the following weekend. We agreed to meet there and he invited my sister to fly with him in his Stinson. We left from different locations, so that they got a head start and arrived earlier than I did.

This is the story of the final fateful flight of 37789 on September 29, 1979.

It started as before, with a nice flight to the lake. This time, I decided to make a slightly different approach. I decided to make a low pass over flight of the strip in the reverse direction, to check for possible debris. Sounds reasonable. So flying toward the lake, maybe 40 ft. above the strip at a reasonable speed, I had planned to climb to pattern altitude over the lake for base and final. While adding power for climb, the engine lost power and here I am at low altitude over the lake in this airplane that I care a lot about. Maybe some wouldn't panic here, but I sure did, and I attempted the maneuver that we're all taught not to do in flight training, trying to turn back after a failure on takeoff.

In researching the probable cause of this power failure over the next few years, I came to the most likely conclusion, that it was probably vapor lock. And that is because the fuel system was getting hot air from the engine.

I did manage to turn it around over the water but by then it was stalled and came straight down on the belly with some forward motion at the end of the strip. All of my memory of those few minutes seems to be gone because of head injury.

Fortunately, my friend that was there right away, apparently took complete control with what he could do. As luck would have it, a Forest Service person on horseback happened by with a radio, and called an airplane from Clearlake to come and get me right away and take me to Ukiah.

I'm very indebted to Dick McCombs for all his recovery efforts of the airplane. He picked up every last piece and splinter of that airplane, and put it all in some shed. He then drove all the way back there later with a truck, and brought it back and put it in my sister's garage. Weeks later, after some recovery, he said in his words: "Just in case you ever decide to restore it, here's all of it."

That was thirty years ago. Meanwhile I got married, started a business, and took up other social and athletic activities, while maintaining my license with rental airplanes some of those years. I wanted to restore the airplane early on, but mostly dabbled in it with not much money or time. The fuselage was redone about 1990 and other progress was slow.

Then in 2006 everything was in the right place. I realized I had the time and the money to quit doing everything except work and build the airplane. It was much like before, in that with parents ageing and needing care, the airplane found its way back to its original birthplace at the home and shop where I grew up.

And it did take those years to totally immerse myself in the project, and maintaining my thoughts that if ever I had it to do over again, there are many things I'd do differently. I wanted it to be the best I could make it, in a reasonable amount of time. It felt so good to be creating like this again and doing what I truly loved to do. There were an impressive number of challenges to accommodate. It's amazing that such a simple airplane can take so much time.



August 24, 2011 General Meeting Notes

Visitors were Darrick Gebharts and Aase Olsen.

Thanks to Rick Bourgeois for dinner.

Business

Young Eagles Coordinator Renee Robinson reported that we flew about 20 kids in July. Our next rally is September 10th.

Treasurer Bob Belshe reported our Chapter balance at \$6,514, with \$917 of that accumulated this year as net of income over expenses.

President Bill Reining reported Board discussions about using our surplus funds to support aviation through Young Eagles rallies and sponsoring kid(s) to the Air Academy sessions. Harvard Holmes moved to authorize the Board to spend up to \$1,200 toward sending a child to an Air Academy session. Kevin Hoos seconded the motion. Discussion items included: Pat Peters noted that younger kids might require a parent to go at additional (unsubsidized?) cost; Scott Achelis asked how likely it was for a parent to go; and Dick Sperling offered to head a selection committee. After discussion, the members voted in favor, with one opposed, of the motion.

President Bill Reining offered his congratulations to Duane Allen and Bill Call for their Outstanding Workmanship award at AirVenture; and to Al Wraa and Bob Rudolph for their first flights.

President Bill Reining reported on his highlights at AirVenture – most notable were gadgets and apps for the iPad and the program for youngsters to build an RV-12 at Van's factory.

Speaker

Pat Peters introduced **Scott Stauter**, who talked on

Ins and Outs of Safe Mountain Flying Adventures.

Scott Stauter recommends the reference: Mountain Flying Bible by Sparky Imeson. Scott covered the following topics:

- Aircraft performance suffers
- More severe/changeable/local weather
- Airports may not be as developed
- Suitable landing spots are less available
- Plan to survive an off-airport landing
- Oxygen requirements
- Careful preflight planning is necessary
- Filing a flight plan is good insurance
- Flight hazards

Thanks for a great talk, Scott!

September 6, 2011 Board Meeting Notes

President Bill Reining called the meeting to order at 7pm.

Present: Bill Reining, Bob Belshe, Tracy Peters (by phone), Harvard Holmes, Tom Howard, Guy Jones, Dick Sperling, Rick Bourgeois & Renee Robinson.

Young Eagles – Renee Robinson

Renee is researching aviation activities for Girl Scouts.

The next Young Eagles event is scheduled for September 10th, then October 15th. We may do an event in November.

Renee reviewed reimbursement status from last year's Young Eagles credits. She will check with EAA National to confirm our Young Eagles credit balance.

Our Banner is still in progress.

Treasurers Report – Bob Belshe

There are no surprises. We have a combined bank balance of \$6,586. Our bank balance is up \$917 since the beginning of the year. Bob would like to get the EAA Young Eagles expenses and credits to show on our books. It was agreed to have Bob reimburse Young Eagles expenses from Chapter funds and receive reimbursements back into the Chapter treasury. There is no news on our 501c3 application.

Speakers August 24 & Future – Tracy Peters

Sep 28 -- Brad Poling will discuss rebuilding his Stinson. Brad hopes to have the Stinson on display. Dave Ringler will make a presentation on the Patriots Jet Team.

Oct 26 – Guy Minor from the Oakland FSDO is now available. Jay Sullivan from Western Light Sport (KREI, Redlands) will demonstrate and talk about the Arion Lightning (that Bob Belshe just bought).

TBD -- Bill & Tilly Larkin

Webmaster – Renee Robinson

Our Web service is coming up for renewal soon. Renee finds some services a bit dated. She will consider a new hosting service and make a recommendation. Renee will review the EAA National web site for chapters to see what it offers.

Renee has added a photo album feature to our web site, which will eventually allow members to directly upload pictures.

Newsletter Editor – Harvard Holmes (Acting)

Cleco material should be in by Wednesday, September 14, 2011. Bruce Seguire was suggested as a profile subject for a future issue.

Air Academy Scholarships – Bill Reining

We will have some brochures on display at the Young Eagles Rally on September 10, 2011. No children of members are currently interested. The Board asked Bill to go ahead and make a deposit for a slot for an older child (16-18).

Elections – Bill Reining

Elections are scheduled for October, and nominations should be presented at the September meeting. Bill suggested Dick Sperling and Guy Jones serve as a nominating committee, with one more member solicited by them. The existing officers were asked if they would serve for another term: President Bill Reining – yes; Treasurer Bob Belshe – yes; Newsletter Editor Harvard Holmes – no; Vice President Tracy Peters – unknown; Secretary Pete Mitchell – unknown. Of the appointed positions, Renee will continue as Young Eagles chair and webmaster, Tom Howard will continue as Photographer, and others were not polled.

Other Use of Chapter Monies – Bill Reining

Bill was recently asked by a member if the Chapter would buy tools to support building activities. Opinion was favorable, but it will require a tool coordination person and a fair amount of work. Tom Howard agreed to collect ideas for tools and present them some meetings hence. Tool suggestions included a borescope, an engine hoist, and a high quality crimper.

Send your suggestions to Tom Howard.

Should we spend money on speaker fees? Generally, the Board is not opposed to costs for fuel or other expenses, on a case-by-case basis.

Wednesday Fly-outs & EAA Insurance

Bill asked why our Wednesday fly-outs were characterized as not official Chapter Events. Harvard responded that he put that in the newsletter because he was unsure about the insurance issues with EAA National. Bill offered to research this. [Update from Bill: We can do it, and we now have insurance coverage from EAA through the end of the November – it does not have to be limited to Chapter members.]

Rich Powell Passes Away – July 5, 2011

We regret to announce that former member Rich Powell passed away. Both Rich and his father Lyle Powell were active in Chapter 393.

<http://www.legacy.com/obituaries/contracostatimes/obituary.aspx?n=richard-powell&pid=152544660>

James & Sheila Veatch killed in Kitfox Crash

in Idaho on September 4, 2011.

http://www.idahopress.com/news/local/plane-crash-victims-identified/article_de118456-d8e8-11e0-9093-001cc4c03286.html

Wednesday Fly-outs

By Harvard Holmes

Photographs by Tom Howard

To maintain our proficiency, a number of pilots get together on Wednesdays and fly somewhere for lunch. Many of the aircraft owners in the chapter participate. Passengers are always welcome. Not only is it a great way to see the Bay Area, it's also fun to see and ride in our members' aircraft. The email address is WedFlyOut@eaa393.org You may contact HarvardHolmes@comcast.net or Renee

Robinson webmaster@eaa393.org to be added to or removed from this list.

Generally, someone who wants to go flying will send a suggestion to this list a day or two before. Those who can go will respond, and a destination gets selected. Recent destinations have included: Half Moon Bay, Petaluma, Santa Rosa, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Sacramento, Lodi, Stockton, Merced, Watsonville and Salinas. If the weather is poor, a destination may be selected as late as Wednesday morning.

The most active pilots on this list are Harvard Holmes, Bill Reining, Bob Belshe, Ron Robinson, and Phil Jenkins. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes and Bill Reining are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:30am and return by 3:30pm.

One of our destinations is Boonville, and on August 12, Harvard and Sara Holmes went up there for the **Boonville Airport Day**. We were marshaled into a well-mown front yard.



Our neighbors were Eric's Volksplane, a Navion and a Mooney Mite.



Saturday morning the fog came in.



The Mooney Mite and Eric in his Volksplane are ready to back taxi for takeoff.



The Coast Guard came by with A C-130 with the loading gate down...



Two Lancairs, built by Harry Heckman and Mike Maxwell.



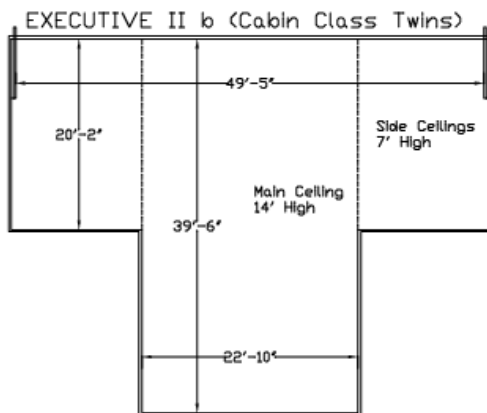
A nearby hangar was headquarters for eating, drinking and music. Saturday night was the potluck dinner – more than you could ever eat!

FOR SALE: 1962 Comanche 250,

Cherry condition, fully loaded, new paint, new annual, always hangared. Call Keith Martz for details and avionics. Available for viewing any day, by appointment, at Buchanan Field. Call Keith Martz, 925-933-1424 (Home) or 925-818-7235 (Cell).

HANGAR FOR RENT - LIGHT TWIN SIZE

Northwest Ramp CCR A-12; \$600/month



Contact Harvard Holmes 510 526 5347

FOR SALE: Jabiru 3300 Engine – 800 hours.

Contact David Consbruck (Auburn EAA 526), 530-906-0484, dconsbruck75@gmail.com

Thanks to our Donors and Sponsors

Alpine Pastry & Cakes
 2693 Clayton Road, Concord Ca.94519
925 689 7220 or 676 5800
www.alpinepastry.com

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Thanks to our Donors and Sponsors!



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Meeting and Event Schedule

| Board | Y Eagles | General | Fly-out | Other |
|----------------------|----------|---------------|---------|---------------|
| Sep 6 | Sep 10 | Sep 28 | | |
| Oct 4 | Oct 15 | Oct 26 | | |
| Nov 1 | TBD | Nov 16 | | |
| Dec 6 | | | | |
| <i>Holiday Party</i> | | | | Dec 11 |
| Jan 3, 2012 | | Jan 25 | | |
| Feb 7 | | Feb 22 | | |
| Mar 6 | | Mar 28 | | |
| Apr 3 | | Apr 25 | | |
| May 1 | | May 23 | | |
| Jun 5 | | Jun 27 | | |

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7 donation) with the general meeting at 7:30 pm on the above dates in the building at 161 John Glenn Drive north of Sterling Aviation. Enter from the airport side of the building.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements.

EAA Chapter 393
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Concord, CA 94524-1524



The Leader in Recreational Aviation

We are on the Web!
<http://www.eaa393.org>
Email: nle@eaa393.org

